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The Causes of Marine Disasters practically considered.

(From the Philad. Bulletin.)

Having improved, by adequate measures, the condition and character of the vessels themselves, and secured the services of more competent masters, the next desideratum is to procure more efficient and larger crews. Without good seamen, and enough of them, the finest ship and the most skilful officers must in vain struggle against the elements. 'Tis impossible to avert disaster, if there is not even physical strength enough to handle the ship, and if, as is now generally the case, the men are ignorant of their duty, and besides unwilling to discharge it when able to do so. The scarcity of seamen has in fact become a national evil of the most serious magnitude. The government finds extreme difficulty in manning even one ship, though paying a liberal bounty to all who will enlist. I question whether it would be possible to obtain a crew of even the most inferior quality for an ordinary sized squadron, under twelve months at least. In the merchant service no less difficulty is experienced. The best and

most valuable ships are daily sent to sea with less than the full complement of men allowed them even under the present restricted system.—Four-fifths of their crews, moreover, are foreigners, of the lowest and vilest stamp, and one half or more of these, landsmen. Disasters similar to that which befel the British ship *Tayleur*, are by no means rare. Of this vessel it is reported, that the inefficiency of her crew was the chief cause of her loss—15 only out of 50 men were able seamen.

The crew included Chinese and Lascars, who were *unable to understand* the English language, and the orders, therefore, *could* not be executed. The vessel is said to have drifted about at the mercy of the winds and waves for several hours before the wreck. The loss of life was frightful,—out of 660 only 280 were saved; 250 women and children were drowned. Many of our vessels are exposed to a similar risk, and I have no doubt not a few have been lost from just the same cause. 'Tis *peculiar* to the English and American nations to pay the least regard to the qualifications of both their shipmasters and crews, because, I presume, they can best afford to *pay* for marine

losses. Instances have frequently come under my own observation, in which not more than two *seamen* could be found among a crew of six or eight men, and but one of these two able to box a compass, or tie a reef knot; and a sailor *only* by comparison with his more ignorant shipmates, the master, in fact, not knowing how to clew up a top-gallant-sail properly; and the evil is daily becoming worse. 'Tis a common question, "what has become of the sailors?" Doubtless the present scarcity is in part owing to the discovery of gold in California and Australia, and the consequent inducements held out to seamen to make their fortunes on shore. 'Tis estimated that upwards of 600 vessels, mostly square-rigged, have doubled Cape Horn since 1848, of which number a large proportion have never returned, chiefly for want of men to bring them back. These ships have generally been wrecked, or suffered to rot in the harbor of San Francisco, while their crews are lost to the commerce of the country. The war in Europe also employs an unusually large number of sailors, but neither of these reasons furnish the true answer to the question, and besides will only produce temporary effects. The very fact that the commerce and the navy of the country can be thus crippled by the withdrawal of even a large portion of our seamen, is in itself proof that we need more, and especially that we need the adoption of some plan whereby such evils may not be of frequent recurrence. It is clear that, unless measures be at once devised, whereby we can supply the places of the seamen thus withdrawn, we shall, ere long, be without any at all. Of those who are now employed on shore in California, &c., or in the British navy, it may be fairly presumed the largest proportion will never return. We must look, then, to the creation of a new generation of sailors. We shall otherwise be brought to a stand in our progress towards commercial supremacy, by the want of men to carry on the work—like a successful general, who, on the field of victory, and in the midst of triumph, is arrest-

ed by the disappearance of his army. Since commencing the discussion of this subject, I learn that the Marine Society of New York has drawn up a memorial to Congress, requesting the passage of a law by which every vessel shall be required to ship a certain number of apprentices, proportioned to her tonnage.

APPRENTICESHIP SYSTEM.

This measure, if adopted and enforced, will prepare the way for securing, during the present generation, a fine body of native seamen; and I hope the mercantile community will urge its passage by Congress before their adjournment. Let the bill further provide that the most promising and deserving of these apprentices be sent to a nautical school, where they may be educated in the higher branches of their profession, with a view to the command of vessels, each master being required to report their individual character and progress to the owner of the vessel in which they may be shipped. Then, if Congress will not, or can not, provide for the establishment and maintenance of a nautical school, let it be done by private enterprise and contributions. A movement in this direction has been already made in Searsport, Me., where a few energetic shipmasters and public spirited citizens have founded a school for educating young men for the sea. It, according to the "*London Shipping Gazette*," "the empire of the seas must before long be ceded to America," 'tis certainly the policy of the government to take this matter in hand; but if they will not, or can not, then I say let owners and underwriters, and the patriotic generally, undertake and prosecute the work.

Encouragements should be held out to the bold and hardy young men of our country to select the sea as their scene of life and usefulness, and this they will do, and in great numbers too, if advantages such as are proposed should be secured to them. While liberally-patronised schools are established and sustained throughout the country to meet the necessities of almost every other class of our citizens, none (with the single excep-

tion referred to) have been provided for the sailor. The boy whose taste and ambition lead him toward the ocean, must educate himself for his arduous and most useful calling, or assume its responsibilities (second to none other) destitute of the knowledge which is absolutely essential to their proper discharge. The youth of our country are thus invited and prepared to enter any and every other line of life; educated, too, on the most liberal scale, at public expense; while those who would be sailors are, in fact, deterred from their purpose by the want of means and opportunity to qualify themselves for the profession of their choice; a profession which, at no time inferior either in honor or utility to those which are fostered by public care, is at this particular crisis, in some respects, perhaps, the most important to our national interests. Let schools for sailors, then, be established at once, and let efforts be made to induce young men to enter into the merchant service. The expense, even if they be entirely free schools, will be more than repaid, and that soon, by the increased security to life and property at sea, which will ensue, while provision will thus be made for the permanent supply of seamen proportioned to the increasing demands of commerce.

To meet present necessities, however, there are other measures which should be adopted. The plans suggested for the creation of a new and better class of seamen are rather prospective than immediate in their results. Notwithstanding the actual deficiency as to numbers from which commerce now suffers, our vessels may be supplied with far better average crews, if the present system of shipping men were abolished. In no department of trade does such an anomaly exist, as that which prevails in reference to this point. To purchase an article without inspection, or to pay for what is not received, is peculiar to ship owners. They employ men as sailors who are not sailors—they hire laborers as able-bodied and efficient, who are feeble and impotent, and then besides pay them in advance for work not yet performed,

thus giving a premium for desertion and consequent loss. Why should the responsibility of supplying a crew be left with persons who have no direct interest in the matter at all?—whose only care is to secure to themselves the payment of a debt which, in nine cases out of ten, is only a fraud on the sailor? The shipment of sailors should be at once taken out of the hands of the landlords, and the payment of advances stopped. Until this be done, it will be vain to expect any improvement in the quality of seamen, and the rates of advance will continue to increase.

OTHER MEASURES.

The landlords will require more and more advance money, for the simple reason that the large sums paid nominally to the sailor furnish only so much increased plunder (significantly termed "blood money,") for the landlord. 'Tis a fact too monstrous to require proof, that the bills for grog, &c., contracted at the boarding-house, swallow up the far greater share of the sailor's advance, and these bills usually bear a remarkable proportion to the state of the shipping market. Why merchants will aid in supporting such a system it is hard to imagine, unless they be supposed ignorant thereof. I would propose, then, for consideration, either that masters of vessels ship their crews themselves, which would enable them at least to know whether they were going to sea with sailors instead of landmen; or, as a more sure and efficient remedy for existing evils, that there be established in every port (the large ones at least,) a shipping-house or rendezvous, conducted on a plan similar to that which the government pursues with regard to the navy. Let competent persons be appointed, whose duty it shall be to examine every man who offers to ship, as to his qualifications. No one who was not a sailor could then be palmed off on some luckless master as an efficient hand. There should also be a surgeon to examine into the physical condition of the men, which would save owners the expense of maintaining an hospital on board their ships, and secure masters the services of the whole

crew. The joint interest of owners, underwriters, and masters, should unite them in adopting and carrying out this measure. It has been partially in operation at New Orleans for about six months, and already produced many good results.

The expense would be trifling compared with the sure benefit. Two or three retired masters could easily be found in every port who would gladly and faithfully superintend the shipping and the examination of the men, and the services of a surgeon for a few hours every day could be secured at no great cost. Instead of paying advances, which, as I have stated, rarely enrich the sailor, let other measures be adopted to induce the men to ship. The system pursued by the whalers is in principle an excellent one. Let the sailor have an interest in the voyage, by receiving a small portion of its profits. This will attach him to the ship, and stimulate him to his duty. An honest owner would thus, too, secure the confidence and affection of a crew, and always be able to man his ship efficiently, while the influence upon the sailors will be most salutary, tending to beget in them habits of economy, and a healthful professional ambition. A retired shipmaster thus writes upon this point:—"During the period in which I sailed before the mast, I made a voyage in a Salem East Indiaman to Sumatra and thence to Europe. On board the ship the custom prevailed of allowing to each of the crew a half a ton privilege, to be filled with the sailor's venture, the captain effecting sales on the seaman's account, without charge. Navigation was also taught on board by the officers. As the result of all this pains-taking to benefit seamen, nearly all of that crew subsequently became officers of vessels.—Much of the evil now existing in reference to the scarcity of seamen, is owing to the fact that there is no tie connecting them with the owners and masters; no common bond of interest—they are only as day laborers hired by the job."

PECUNIARY INTEREST.

They care for neither ship nor owner beyond the present; but let it be an

established system, that a successful voyage shall proportionately benefit the sailor, whose toils have contributed to the result, as well as the owners, and let every man who exerts himself to do his duty, who is obedient and respectful to his officers, and faithful to his employers, be rewarded by increased compensation, and by being retained in the employment of the merchant whom he has thus served, and there will be no difficulty in securing good and true men. Once make it the interest of the sailor to stick by his ship and his captain, and reward fidelity with a preference over mutiny and desertion, and you will furnish a motive to good conduct that is at present but seldom regarded.—The more intimately acquainted owners, masters and seamen can mutually become, the better for all parties, and, therefore, as many inducements as possible should be devised to attach men to their ships. The system of shipping for the run should be abandoned, as far as practicable, and whenever a crew is discharged, each man should receive a certificate of said discharge from the master, stating what his character and conduct had been during his term of service. These certificates should always entitle those who were commended to a preference at the rendezvous. So long as sailors are all treated alike, the good faring no better than the bad, neither owners nor masters troubling themselves to find out which among them is worthy, or offering any reward for meritorious service, it were unreasonable to expect any material change for the better. Sailors will continue to wander about from port to port, indifferent as to the owner or master into whose hands chance or necessity may throw them, regarding all as equally their enemies, or at least as equally unconcerned about their welfare. A mere increase of wages will effect no improvement; and so long as the landlords fatten upon the spoils, merchants may expect to pay more and be worse served, for the result is to crowd our ships with foreigners, to increase anarchy, and to drive good men out of the service.

There are other suggestions that

occur to me, in this connection, but the subject has already so far exceeded reasonable bounds, that I will now bring it to a close. If by the means advised, the character and qualifications of masters and crews can be raised to the required standard, all other needed improvements will follow of themselves in due order and season. The construction and equipment of vessels will be rendered more perfect and complete. A good master and a smart crew will not be long in an unseaworthy craft. With properly educated masters, the necessary instruments and other appliances for skilful navigation, will as a matter of course be supplied—thus prepared for the voyage, the risks of speed will be greatly diminished. We shall be enabled to drive the ships, if not with entire safety, at least with greatly diminished peril—and we may then hope to restore order and obedience among the crews, the last but not the least, of the alarming evils now prevalent. Insubordination stalks unchecked on the decks of our ships. Mutinies, desertion, and anarchy bid fair to destroy our commerce. Power has been taken from the officers, while yet nothing has been done to secure moral improvement among the men. In theory it may be very well to rely upon the good disposition of a crew, but in practice the result has been, that resistance to authority, conflicts between officers and men, skulking from duty, meeting of vessels, trials, and loss to all concerned, are now more frequent than ever before, and are, besides, multiplying daily.

Something must be done, and done speedily, or we must be prepared for even worse evils. That sailors should be, and can be, controlled without the lash, I have never doubted, nor am I an advocate for the restoration of this particular mode of punishment; but at the same time, I am thoroughly persuaded that, unless the character and qualities of seamen be improved by some measures similar to those proposed, we shall be compelled either to go back to the old code, or adopt one in reality more severe; or else (and it is an alternative as certain as it is alarming) surrender

our ships to the command of their crews. If the public, during the last nine months, has lost upwards of nine millions of dollars by marine disasters, under the present system, to what an amount the losses of the next year will probably be swelled is a problem that should be calculated. It is clear that there are evils to be corrected of the most portentous magnitude. A common interest should unite all good men together in devising remedies.—I have assumed throughout my discussion of the subject that such is the general feeling. Increased security of navigation is as profitable at least to the owner as to the underwriter.—Each loss prevented is so much added to the chances in favor of the owner, and consequently lowers the rates of insurance, and it is self-evident that every dollar saved to the insurance office is saved to the public.

Important Amendment.

U. S. Navy.

On the 25th of July, when the House of Representatives in Committee of the Whole, was discussing the Navy Appropriation Bill,

Mr. GERRITT SMITH moved an amendment—That no intoxicating liquors shall be provided as a beverage. The Armies and Navies of the world are the nurseries of drunkenness, and the Army and Navy of America is no exception to this fact. His amendment proposed a change in the Navy regulations,—a change no less blessed than Radical. We all admit, a sober man in all relations and departments of life, is more to be relied on than a drunken man. This is emphatically true in the army and navy. How careful we should be not to peril the habits of sobriety in soldiers and sailors. He would add—if we would make our vessels of war respected, let them carry the temperance flag, so that wherever they go, they may convey high evidence of the strength and wisdom of America. Let the world once know that the American army and navy are divested of rum, and they will be a terror of the world, as they never yet

have been. We do not wish, or intend to alarm the world, but to benefit the world by our navy. Let our ships, as they go into the ports of the world, be great temperance lecturers, having the greatest influence on morals. If the House adopt this amendment, five years will not pass away, before there will be no liquor rations in the army and navy, and ten will not pass before there will be no drunkards in them, for government will refuse to enlist drunkards. Then thousands of mothers and fathers will bless you from the bottom of their hearts for the reform you have begun this day, and remember Congress with gratitude forever, for they will know, if their sons enlist, they will not become drunkards. A wholesome reform will visit civil life; for judges and law makers will be ashamed to drink rum, because soldiers and sailors do not.

Mr. Smith of Va.—I ask the gentleman whether he does not know that liquors are sometimes used as a medicine?

Mr. Gerritt Smith—Surely. But my amendment does not interfere with that.

Mr. Smith of Va.—I understood the gentleman was against all use of it.

Mr. Gerritt Smith—not at all.

Mr. Smith of Va., said he could appreciate the benevolent feelings of the gentleman. He would ask him whether he did not know that a little intoxicating liquor is sometimes necessary to the development of the physical energies of the country, (laughter,) and whether there are not more gluttons than drunkards—and whether gluttony is not more destructive than drunkenness? He was anxious to see the amendment adopted, although he thought it utopian and of questionable utility. The gentleman is a peace man, and wishes to make the Army and Navy a terror to the world. He (Smith) was willing to secure peace by making them a terror to evil doers.

Mr. Stanton of Tennessee moved to amend by adding—"and no officer

shall be allowed to use intoxicating liquors except as a medicine." The amendment of the gentleman from New York, was simply to abolish grog rations, but it did not prohibit the officers from carrying wines and liquors in their stores. It would evidently be unfair to prevent the one and permit the other. It would be just as right for Jack to have his grog at the tub, as for the officer to have his in the cabin. If the one was prohibited so should the other be.

Mr. Smith's amendment thus modified was adopted—71 against 52.

All honor to the humanity which dictated, and the good sense which has carried this measure thus far in Congress. Let now the Senate do its duty—not throw this measure out as when it was last up for consideration, one Hon. member exclaiming "let Jack have his grog"—and the Navy will be as free from its chief curse and disgrace, as is the Mercantile Marine. Liquor Rations in the Army! Mr. Smith. Our recollections have given the soldiers none for a long time. Hence their general sobriety and respectability. We hope to close these remarks with HEARTFELT CONGRATULATIONS to seamen and their friends on the joint action of the Senate in repealing the odious and ruinous Spirit Ration Law in the Navy.

P.S. Alas! for our congratulations, and best hopes in this matter. The House has reconsidered its vote on the above amendment, and decided by a vote of 80 to 80, the speaker voting with the liquor party, to continue the GROG RATION! We wonder whether the *example* of the Hon. member who so much disturbed the House, insulted the Speaker, and was led out of the Chamber his drunken presence had disgraced, contributed to this result!

"The Pleasantest Hours."

We clip the following editorial remarks and correspondence from the New York Observer. The example of Dr. Hoge commends itself to others who would cross the ocean with a clear conscience as well as a clean stomach. The contrasted examples of the two lines of steamers deserve to be held up to the light that all may see in each "whatsoever things are lovely and of good report."

Religion at Sea.

The reader's attention will be arrested by the letter in this paper presenting the scenes on board the Pacific, Capt. Nye, during her recent passage to Liverpool. We speak of it to contrast this Collins line with the Cunard, on which religious services are not allowed unless they are conducted by a clergyman of the church of England. On the *Collins* or American line, while in all respects the steamers are better appointed and furnished, the passengers are able to enjoy such religious services as they choose to maintain, and at sea the minds of most persons, however thoughtless on land, are disposed to serious things. We hope that great good will result from the sermons at sea by our friend, Dr. Hoge.

LIVERPOOL, July 5, 1854.

But my object was not so much to give an extended account of the voyage, as to note one most interesting feature of it. Among the list of passengers, which, by the way, was unusually large, we were so fortunate as to be favored with the presence of Rev. M. D. Hoge, D. D., of Richmond, Va., a gentleman well known to you. The next day after leaving New York being Sunday, he preached an appropriate and eloquent discourse, taking for his text, those sweet words of our blessed Savior, "He that cometh unto me I will in no wise cast out." The audience was large and attentive, and some of the number gave evidence of much feeling. After this there was a prayer meeting kept up every night in the ladies' cabin, and it was pleasing to witness that instead of any falling off, there was

rather an increase in the attendance from night to night. The effect of these religious meetings, it is believed was beneficial every way. They served to bring out and bring together the Christians of various denominations on board, thereby giving effective visible expression and form to an influence which otherwise would have had no opportunity of manifesting itself, or making itself felt.—While this open stand probably produced in themselves a more guarded and consistent behavior, it exercised, we have reason to hope, a salutary, perhaps in the end it may turn out, a saving power, upon the minds of others.

On Sunday last, his text was "Jesus stood and cried, If any man thirst let him come unto me and drink." The attendance was most gratifying, being composed of persons of various nationalities and speaking various languages, here gathered in one room, from all parts of the world. It was in truth quite a Pentecostal Audience. It is true that the preacher had no miraculous power given him of speaking 'to every man, in the tongue in which he was born,' but he was enabled to speak in a strain of beautiful and affecting eloquence, that found its way evidently to many a heart, so that if we may not predicate anything miraculous of the organ, the Holy Spirit may nevertheless have been present to produce miraculous effects.

Last evening after the usual services, consisting of reading the Scriptures, singing, and a brief prayer, were over, Dr. Hoge was surprised by an exceedingly neat and beautiful address from the Hon. Mr. McAllister, of Georgia, gracefully thanking him in behalf of the ladies and the passengers generally. In briefly replying to the compliment, the Rev. gentleman took occasion to remark, that he had no doubt all would agree with him in saying, that the pleasantest hours experienced during the voyage had been those spent in that room, while engaged in the delightful exercises of social worship. All, he was convinced, had felt that it had been good to wait on the Lord.

All appeared sorry and sad; and

there were wet eyes to prove how sincerely and how tenderly they had appreciated these seasons of prayer, and praise, and Christian communion thus brought to a close. Notwithstanding the large number of passengers, the most perfect order and quietness had reigned from first to last. How much of this was due to the chastening and hallowing influence thus exerted, it may perhaps be difficult exactly to determine, but that it was in some measure owing to that cause, I have no doubt whatever.—Our religion evidently ought not to be a thing of times and places, but exhibited and made influential at all times and in all places, whether we are at home or abroad, upon land or sea. Christians would do well to remember this. C.

“Shiver My Timbers.”

We cut the following from “The Friend” as a caution to all *whales* to keep their heads out of harm’s way; to avoid extra speed, and never carry dangerous weapons. Had his whale-ship been “*careful*” he need not have had a five-months head ache nor a blubbering end.

Our readers will doubtless recollect the narrative published in the year 1851, respecting the whale ship “Ann Alexander,” Capt. Dublois, being stove by a sperm whale in the Pacific ocean. Recently Capt. D. visited Honolulu. He now commands the “Vigilant.” We learnt from him many striking and remarkable circumstances respecting the attack made by the whale upon his ship. He saw the whale approaching the vessel. He supposed the whale must have been coming at the rate of 15 miles, and his vessel going about 5 per hour. The whale’s head came with full force, against the ship’s bows, and stove in several feet square. He attempted to go, immediately, into the fore-castle to ascertain what damage but was prevented by the rush of waters. Without repeating the story we would state, that about five months subsequently, the same whale was taken by the “Rebecca Sims” Capt.

Jernegan. Two harpoons were discovered in the whale, marked “Ann Alexander.” The whale’s head was seriously injured, and contained pieces of the ship’s timbers. He had lost his wildness and ferocity, being very much diseased; but upon being taken yielded 70 or 80 barrels, if we recollect correctly.

What A Sea Captain thought of Missions.

Among the speakers of the London Missionary Society, at its recent anniversary, was Rev. N. McLeod, of Scotland, who related the following incident as the first occasion of his interest in missions:

“Twenty-one years ago, (said he,) I had read, I forget at this moment where, certain things against your mission in the South Sea Islands, which filled me at the time with the skepticism natural to a young man. I happened accidentally to meet with the captain of a ship that voyaged to the South Seas. I was a total stranger to him, and he to me; and without mentioning my name, or profession, or anything else, I drew beside him, and the man being pointed out to me as one who had just returned from the South Seas, I said to myself, here is a practical man, I think; he will give me an unvarnished account; he is an honest sailor; I shall have the benefit of the evidence of an honest man; and I knew that he was a good-living man. I inquired of him, ‘Do you think that missions have done much good in the South Seas?’ He looked at me and said, ‘I do not know what you know about missions, but I will tell you a fact. Last year I was wrecked on one of these islands, and I knew that eight years before an American whaler had been shipwrecked on the same island; that the crew had been murdered; and no doubt you may judge of my feelings, when we anticipated that we should either be dashed to pieces on the rocks, during the night, or if we survived to the morning, subjected to a dreadful death. As soon as the day broke, I saw a number of canoes, manned, pulling away between the

island and the ship. We prepared for the worst consequences. Judge of our amazement, when the natives came on board in a European dress and spoke to us in English. In that very island I heard the gospel on the Sabbath day, and sat down at the communion-table, and sang the same psalm that I sang in Scotland.' He added, 'I do not know what you think of missions, but I know what I think of them.' I think from that day to this my interest in missions has not flagged, but increased. For very many years it has been my habit as a minister to devote one Sabbath evening in the month solely to the cause of missions, and read what is going on throughout the world; and I think I am acquainted with the missionary addresses of the whole Christian Church."

Narrow Escape from an Iceberg.

Our worthy townsman, James Wadsworth, Esq., who returned from Europe in the *Asia*, informs us that they had a very narrow escape from destruction, on the grand bank of Newfoundland, by running upon a huge iceberg, which he supposed was grounded there. They had entered one of those heavy clouds which lie on the face of the ocean so lazily, in that vicinity, and which sailors spin so many yarns about, sometimes affirming roundly that they have often cut the Newfoundland fogs into chunks with their jack-knives, and sometimes telling of flocks of Mother Cary's chicken's getting fast in them, so that they could stand on the yard arm and catch any quantity of them.—Fortunately, it was in the daytime that they experienced the change of atmosphere indicative of the presence of an iceberg somewhere within ten leagues.

Going through the water at the rate of 10 or 12 knots, which was much too rapidly for safety, under the circumstances, the look-out at the fore-topmast head sung out at the top of his voice:—"Iceberg! hard a-starboard!" As quick as thought the helm obeyed the warning, and the

ship took a short sheer to port. Instantly the towering mountain of ice, with its cloud-piercing turrets, loomed in terrific grandeur over the ship's starboard bow. Meet her! roared the captain, and a-port went the helm.—This counter-motion barely cleared the wheel-house and stern of the ship from the ice-berg, and the danger was past. A united scream from the timid rung through the ship. The stout-hearted stood motionless and awe stricken, and the ship herself seemed to be sensible of the Providence which saved her and her freight of living hundreds from destruction, for her motion ceased and she stood as if paralysed by the fright.

Had the eyes of the look out aloft been diverted for a single minute, had he hesitated to give the alarm for a moment, or had the ship been less obedient to her helm, nothing could have saved a soul on board, and the fate of the *Asia* would have been as profound a mystery as that of the President. Few, we fear, appreciate the danger to life which is hazarded by the recklessness of that American spirit of enterprise, which must dash on with the same speed where fate is imminent as where safety is certain, for the sake of the name of making a quick passage. To shorten a passage across the Atlantic by a few hours; hundreds of lives and millions of property are put to a hazard which is not only useless but criminal.—*Buffal-Republic*.

The Awful Daring of Impiety.

There is often to be found among the ungodly a strange infatuation leading on to ruin. To use the strong language of an old Divine, "they seem determined to defy God, and to take immediate possession of hell."—They *hope* religion is false—this is the first step to ruin—they look very partially at some of its facts, which other sinners have ridiculed,—and profess to *believe* that it is false, and before long they adopt a line of conduct as though they were *sure* that it is false. Let us illustrate what we mean by an affecting fact.

A vessel named the *Thetis*, was, a few years since, cruising in the Mediterranean, in search of a shoal, or bank, or something of the kind, said to exist beneath the treacherous waters. The captain, after he had adopted all the means he thought necessary, having failed, abandoned the enterprise, declaring that the reported danger was all a dream. An officer on board formed a different judgment, and some time afterwards he went out by himself on an expedition into the same latitude and longitude, and there discovered a reef of rocks, which he reported at the Admiralty in London, and it was inserted in the charts, the discoverer being rewarded with a high appointment.

This intelligence came to the ears of the captain of the former expedition, who would not believe in the discovery. He was reckoned a shrewd, clever, practical man, but unscientific, incredulous and obstinate. "The whole thing," he exclaimed, "is a falsehood. If ever I have the keel of the *Thetis* under me in those waters again, if I don't carry her clear over where the chart makes a rock, call me a liar and no seaman." Two years afterwards he was conveying the British ambassador in the same vessel to Naples. One winter night he and the mate were examining the chart on deck by the light of the lantern, when the mate pointed out the sunken rock on the map.

"What!" exclaimed the old seaman, "is this invention to meet me in the teeth again? I swore I would sail over that spot the first chance I had, and I'll do it."

He went down into the cabin, merrily related the story to the company, and said, "within five minutes we shall have crossed the spot." There was a pause. Then taking out his watch he said.

"Oh, the time is past; we have gone over the wonderful reef!"

But almost immediately a grating touch was felt on the ship's keel—then a sudden shock—then a tremendous crash—the *ship had foundered*! Through great exertions most of the crew were saved; but the captain would not survive his own mad

temerity; and the last seen of him was his white figure, bareheaded, and in his shirt, from the dark hull of the vessel, as the foam burst round the bows and stern. He perished a victim of unbelief.

And so, alas, perish multitudes.—God has marked a number of sunken rocks upon the map of his word.—But men will not believe that there is any danger. On they go, determined to brave the worst; and then, too late, they have to find out that they have disbelieved the truth, and have placed confidence in a lie.

Mariner's Hall, St. John's, N. B.

In consequence of our being absent from the city, we were not present, as we intended to be, at the opening of the Marine Hall in connection with the Sailor's Home, which took place on the Sabbath before last. This Hall, which has been solemnly dedicated to the worship of God for the benefit of seamen, is delightfully located near the "Home" on Britain Street. It is sixty feet long, and will seat 300 persons.—It has a Bible and Tract Depository for seamen; the committee meet every Sabbath morning at 9 o'clock, and after a short season of prayer together, go out two and two, distributing the word of Life, and religious and temperance tracts on ship-board and about the wharfs to sailors and others who may feel an interest in reading; at the same time inviting mariners to repair to some place of public worship. The Seamen's Chaplain (Brother E. N. Harris) so deeply felt the necessity of such a place as this Hall in the locality of the Seamen's Home, that he assumed nearly all the responsibility connected with its being built and furnished. We are pleased to learn, however, that the Am. Sea. Friend Society has, with much pleasure, relieved him from that responsibility; and that a few ladies interested in the cause have provided the platform with a carpet and a sofa, and the windows with blinds, and an elegant table has been presented by Mr. A. J. Lordly, furniture dealer in Ger-

main Street. We learn from Brother Flaglor, who has charge of the home, and who, with his wife, are members of the Free Baptist Church in this city, that it is in a prosperous condition, and visited by a considerable number of seafaring men. We think that Brother Harris is deserving of the highest praise for his labors of love in this good work here, and we sincerely commend it to the favor of all who feel an interest in the welfare of their fellow-men. The following notice of the opening of the Hall is from the *Christian Visitor* of last week.

On Sabbath last, at three o'clock, P. M., a most interesting religious service was held in a new room on Britain-street, dedicated to the use of seamen.

An appropriate sermon was preached by the Rev. Mr. Knight, from Heb. xiii. 6; followed by addresses from the Rev. Messrs. Harris, M'Kay, Cardy, Robinson, and Bill. The room was crowded to overflowing with most attentive listeners. God was graciously present to help. A number of the brave sons of the deep were there. God grant the seed sown may find a lodgment in their hearts.

We are rejoiced to learn that arrangements are in progress, in addition to the stated preaching of the Word in the Hall, to supply seamen with copies of the Word of God, religious tracts, &c., &c., which are to be distributed by Committee on board of ship as well as in the Hall.

This whole movement is one of thrilling interest, and we cannot but congratulate our esteemed brother, Rev. E. N. Harris, in the success which has attended his persevering efforts to provide for the temporal and spiritual interest of those who do business in great waters. May God continue to bless!

Missing of the City of Glasgow—An Affecting Story.

The *Jersy Blue* has the following affecting story: During the latter part of our career in the Philadelphia Post office, we became acquainted, among the mass of human beings whose faces appeared daily at the "General

Delivery Window" where we were stationed, with an intelligent, happy-looking Englishman, of a about forty-five years of age, who came frequently to inquire for letters from home. He was a man of pleasing manners, and evidently had been well educated and accustomed to the refinements and elegances of really good society. Being a stranger on our shores, he was glad to avail himself of an opportunity of conversing with us, and spoke freely of his past and of his hoped-for future. He had come over to Philadelphia, bringing with him a little son, apparently about twelve years of age, to select a residence for the rest of his family which he had left in England, and to make all the arrangements necessary to their comfort when they should arrive. He had accomplished this—had taken and furnished a house in Philadelphia, and was expecting letters from his wife, informing him of her sailing with their other children in the steamer *City of Manchester*.

We handed him a letter—it spoke of her expectation to sail in that steamer, and he went away with such glad anticipations as might be supposed to fill the heart of a husband and father long absent from the wife and children whom he soon expected to meet and embrace again. A few days passed, and another foreign mail arrived and with it a letter to our friend from his wife, saying that she had not been able to make her arrangements in time to sail in the *Manchester*, but that she should certainly sail in the *Glasgow*. Some time after this, letters came, which she had mailed at the time of embarking in this ship, and now he was unspeakably happy with the almost certainty of seeing his wife and children in a very few days, for the New York mail steamers generally make the passage but a few days sooner than our screw steamers. Soon he, with many others, commenced going down every day to Queen street wharf to look for the incoming steamer.

But who shall speak of the horrors to come? Day after day did he, with many others on that sad walk,

go down to the wharf and strain his vision to descry among the numerous vessels down the river the anxiously expected steamer. We saw him when the vessel had been some thirty days out, and were startled at his appearance. The plump, happy seeming face of one month before was haggard as the face of death, the eyes that so shortly before we had seen dance in the light of inward joy, were bloodshot, wild, and glaring upon us with a maniac expression. He walked mopingly away, but his face haunted us still. A few days after this, a steamer arrived bringing the report that a vessel somewhat resembling the Glasgow had been seen off the Bahamas; this report brought him to us again. Oh, how that false hope had brightened his countenance! His eyes had regained their expression of intelligence, and he clung to this baseless hope as a drowning man to a straw.

We left the Post Office a few days after this. Yesterday we inquired concerning this wretched man, and was told that he had been for some time in the lunatic asylum, a raving maniac. May God reward him in eternity.

Prayer for the Sailor.

I HAD rather live on poor and scanty fare, and shelter my head under the meanest roof that ever covered a child of God, than be denied the privilege of praying for the sailor. Let me say why:

1. *My father was a sailor.*

I can remember as though it were yesterday how he used to go away. I was a little girl then. The little prayer mother taught me to say for him I shall never forget: nor how glad we were, Rover and all, to see him come home. One night there was a dreadful storm. Mother had been telling us some days that he would come to-morrow. That night she came and spread another blanket over me, and I don't know how many times she came and tucked the clothes around me; and I asked her what was the matter. All she could say was, "Your poor father!" Two

days after I was told the vessel was strewn on the beach. Nine bodies were found; but father never came home.

2. *My husband is a sailor.*

The minister on our wedding-day said we should have some bitter with the sweet. He told us, too, that prayer could sweeten the waters of Marah. And just so I have found it. Sometimes I have felt as if my poor heart would break. I have gone to my neighbors, and come home sighing. But when I have gone to God, and told him my troubles; when I have committed my husband to his care; when I have believingly said, O thou who didst still the winds and the waves of the Sea of Galilee, and protect the loved ones there, do thou keep and bring back my loved one to the desired haven—then have I found comfort come down like sunlight from heaven; then have I found.

"There is a home for weary souls,
By sin and sorrow driven."

Oh, how can I forgo the comfort and safety for myself and mine found at the mercy seat! Besides,

3. *My son is a sailor.*

This is another link which binds me to the throne of grace, and with more than cable strength keeps me there to plead for those exposed to perils in the sea. I go there oftener and stay longer than formerly. At first I adopted the resolution of David, "Morning, evening, and noon will I pray;" but as my treasures afloat increase, my anxieties for their safety increase; so that many times in a day I find myself looking up to my Heavenly Father. Sometimes I have fancied myself like Hagar in the wilderness of Beersheba, the bottle of water spent and the son cast under one of the shrubs to die. And then, like her, I have lifted up my voice and wept. But a night of sorrow has invariably been succeeded by a morning of joy; for the same voice that answered Hagar out of heaven has said to me, "Fear not; for God hath heard the voice of the lad where he is." Such an answer has been to my spirit like the breath of spring on the meadows. *My*

sailor boy is safe in the care of Him who rules the waves?

Enough! Reasons enough why the daughter, the wife, and the mother of a sailor should remember him at a throne of grace; live on scanty fare, and in a mean cot, rather than be denied the privilege! Yes, let my only mantle be such as covers the sea bird, and my only food such as is dug from the sands of the sea, rather than be driven so far from the altar of God that I can pray for the sailor no more!

Ship Building in Maine and Massachusetts.

Judging by the present prospects, at least three hundred thousand tons of shipping will be built this year in the States of Massachusetts and Maine. This amount of tonnage would be equal to three hundred ships of one thousand tons each, a number probably exceeding the present fleet owned in the port of Boston. The shipping built in these States this season will be worth, fitted for sea (at an average of seventy dollars per ton), the enormous sum of twenty-one millions of dollars. About three quarters of the entire tonnage built in the United States this year will be launched from the ship-yards of Maine and Massachusetts—thus showing the great advances made in these States in this important department of national industry. Three hundred and sixty square rigged vessels, including ships, barques and brigs, were built in the United States last year, and an equal if not an excess in number will be built in the above States alone the present season. Many of these vessels are building or will be purchased on Boston account, adding at least one hundred and fifty thousand tons to the commerce of this city, and making its aggregate tonnage of shipping more than six hundred thousand tons, an amount nearly exceeding the registered tonnage of New York. A large number of the Maine built ships will be held at their own ports, the builders, when able, in many instances preferring to fit their vessels on owner's account rather than sell them to the merchants of Boston and New York.—*Boston Traveller.*

Mysteries of the Ocean.

A few days ago, a paper containing the results of various observations made in the coast survey by A. D. Bache, was read before the Scientific Association at Washington. Among other interesting passages was one relating to the shape of the floor or bottom of the ocean, showing that some extraordinary depressions exist along our own coast:

"For instance, on the seaward line abreast of Charleston, from the shore to sixty miles out, the depth increases pretty gradually, till at that distance it has acquired a depth of one hundred fathoms.—But it soon deepens with great rapidity, as if on the side of a mountain, until at about 86 miles out the ocean bottom is more than 650 fathoms from the surface. This continues forward less than 10 miles, when the depth as suddenly decreases to not more than 350 fathoms, which so goes on only a few miles, when it again deepens to about 500 fathoms, with subsequent fluctuations. The difference in the temperature of the water vary almost precisely according to the change of contour of the bottom, showing that the temperature at great depths is much modified by the propinquity of the ocean's bed. It appears that the Gulf Stream, while certainly not superficial, does not run to the bottom. The water in summer is of a temperature of 38 degrees Fahrenheit, a degree below the average winter temperature much further north."

Wanted.

Four apprentices for the ship "Andrew Foster." For particulars apply to Capt. Swift, on board, at Pier 8 North River.

We republish the above from a city paper, both to indicate the change going on in the matter of shipping boys, and to express our hearty commendation. But recently it was difficult on any terms, to get a boy a berth for a seafaring life. The usual answer to applications of this kind was "We want able seamen—Can't be troubled

with boys." And when the Master or owner has consented to take one or more it has often been without wages, and sometimes with a handsome sum of money for taking them. We are glad to see causes in operation compelling a change in this matter; and we hope soon to have laws *requiring* ships to take certain number of boys according to their tonnage so that American sailors may be furnished in sufficient numbers to man American vessels, and also to officer, as, they may be required, foreign ship in the whaling business. Give the boys a fair chance and we shall not want for men. We invite special attention to their Memorial in another part of this number of the Magazine.

Let the Youth be Heard.

Their statements and appeal deserve grave consideration. Certain we are that the course pursued by shipowners and masters in refusing to take boys and green hands, is one great cause of the present scarcity of seamen; it has compelled many fine fellows to turn their thoughts and energies to other pursuits. And now that a necessity is created for them, why should not their suggestions be heeded? They are numerous enough to supply the demand. It is said that when Captain McKay advertised for a few boys to go out with him in the "Great Republic," he had at least 500 applicants. Particularly

1. Why not separate them on ship-board from those who take a malicious pleasure in making others as bad as themselves? Some are most commendably doing it.

2. Why not take them entirely out of the hands of shippers and sailor-landlords?

It is believed to be fully practicable.

Let for example the ship "Belle-of-the-Ocean," to sail for Canton on the 20th of September, advertise for ten smart boys between the ages of 14 and 17 to apply for the berth on or before the 10th, and to render themselves with suitable sea clothing on board, three days before sailing, and to remain under charge of one of the officers; and let it be known that the master and officers are good men, and will take an interest in the social and moral welfare of the boys;—it requires no spirit of prophesy to predict that, as in the case of the "Great Republic," the applications will be so numerous as to be troublesome.—Then,

3. Why not open at the Sailor's Home, or some other suitable place, an Intelligence Office for this purpose?

MEMORIAL OF AMERICAN YOUTH, ADDRESSED TO SHIP-OWNERS AND OTHERS ENGAGED IN NAVIGATION.

GENTLEMEN:—Your memorialists belong to a large class of American youths, who possess a strong native desire for the sea, and would gladly enter the merchant service, if opportunity was afforded them, and due encouragement given. We therefore respectfully invite your attention to a brief statement of our position and hopes, as aspirants to this honorable and adventurous employment.

Our desire to go to sea has been greatly strengthened of late, by the oft-repeated notices of the press in relation to the prevailing scarcity of seamen. We suppose such a time favorable for commencing a sea-life, and have shaped our course accordingly. We find at length, to our regret, that we have been mistaken, our best efforts to obtain employment having resulted in disappointment. As a matter purely of curiosity, we will relate our experience.

On applying to owners, we have found, to our surprise, a total ignorance and indifference concerning

the crews that were to go in their vessels, and our interviews with them have terminated with a recommendation, on their part, to call on the *shipping-masters* for information. This we do, and are told that none but able seamen are wanted. Before dismissing us, however, the question is sometimes asked, where we board? and if it proves to be any other than a sailor boarding-house, our case is disposed of in the most summary manner. But strangest of all, we learn that in cases where we have offered our services as "green hands," and been refused, even at half of the wages paid able seamen, that in these very instances, many of those who ship as able seamen at full wages, prove as green as ourselves, and as ignorant of ship's duty. But then it should be borne in mind that they were obtained from *sailor boarding houses*. Occasionally we have consulted with the captains of the vessels, but invariably have found that they knew no more of this matter than the owners; in fact, that the shipping master and sailor-landlord were the only parties concerned or interested in the case.—Such, gentlemen, are some of the difficulties in the way of gratifying our desire for a sea-life. We now ask, respectfully, whether you cannot change the custom—the power, as we suppose, being in your own hands—of sailing your vessels exclusively with able seamen, and allow us to enter your service as "voluntary apprentices?" In hopes that you may be induced to regard our memorial favorably, we venture to offer a few suggestions in respect to the manner of dealing by us. And first of all we would suggest that you treat with us, our parents or guardians, *personally*, and not through the agency of a *shipping master*. Our business, gentlemen, will be to serve *you*, and not a *shipping master*; you need, therefore, to know *us*, and we *you*, or a mutual confidence can never grow up between us, and your interests in our hands will never be safe. We would suggest that you put us in charge of good officers, who will treat us kindly and fairly, will allow us to live se-

parate from the old sailors, and will protect us from their encroachments. That you will inquire in respect to the treatment we have received at the close of every voyage, and redress any wrong that may have been done us. That you provide for our being instructed on board in seamanship and navigation, and promote us to office when we deserve it. In a word, that you treat us with the degree of consideration shown to apprentices in other employments, many of them less honorable, and requiring far less character and enterprise.

In the further consideration of this subject, your memorialists would state, that they learn from the daily press that a project is on foot, to provide "able seamen" through the medium of "nautical schools, under the direction of government, to be established in all our principal ports, and to gather into them the idle lads and boys from the country who wish to go to sea." This plan, if carried out, we fear, would make the matter worse than it is at present, and unwilling, as yet, to relinquish our hope of going to sea, we respectfully urge our objections to the plan proposed, and—

1. The sailor's trade, viewed as a mechanical employment, is no more difficult to be learned, *so seamen tell us*, than other mechanical employments. Schools, therefore, are as unnecessary in the case of sailors as they would be in the case of machinists, sailmakers, and other mechanics.

2. We object, that in no other mechanical employment is there an equal amount of work to be done, requiring labor without skill. And experienced sailors inform us, that there is enough of "pulling and hauling, tarring and slushing, of scraping and scrubbing," on board every vessel to employ a part of the crew almost constantly; and, if not done by the *green hands*, must be done by the skilful seamen themselves. This condition of things, which prevails on board every vessel, is common to all mechanical employments, and renders *green hands* or apprentices, as necessary in one employment as in another.

3. We object, that the theory and practice of navigation may be, and is, more effectually taught *at sea* by intelligent officers, than in the schools established for that purpose on shore, and we are informed by seafaring men who know, that 95 per cent of the officers in the merchant marine in the United States, who are equal, perhaps, to the navigators of any other country, acquired all their knowledge of navigation in this way.

Your memorialists not only object to the nautical school as unnecessary, but as hurtful to the morals of the merchant marine: Some of us belong to the city, others of us are country boys. Our connections are respectable, and our characters good, and we are unwilling to be associated with idle, vagabond youths, who are picked up in the streets or sentenced from the courts, and who have long been the shame and reproach of the families to which they belong. If the general government chooses to educate such for the navy, we shall not complain.

We further object to the nautical school, that where large numbers of youth are drawn together, and separated from home influences, that they require severe discipline, which discipline, to be of the right kind, should be paternal in its character, protective of the morals, and regardful of the nobler instincts and aspirations of youth. In a nautical school, under governmental patronage and appointments, such discipline cannot be expected.

Such, gentlemen, is the position of your memorialists, and such the wishes and view entertained on this, to them, deeply interesting and important subject. We address you, gentlemen, in good faith; we assure you that we are sincere in the desire expressed, to go to sea, and that there are enough of us so disposed to supply any demand that may arise; and if, gentlemen, shipowners will encourage the establishment, in this city, of an intelligence office for procuring *green hands*, and give it their patronage, they can settle this question to their entire satisfaction.

Such an office, in the opinion of your memorialists, is greatly needed; and if managed by a practical seaman of large experience, sound judgment, and benevolent heart, and every way worthy of confidence, it would prove of great benefit to the shipping interests, and not a little to your memorialists, furnishing, as it would, a reliable means of communication between the two.

Hoping that this last suggestion will commend itself to your judgment, your memorialists, as in duty bound, will ever pray.

(Signed)

YOUNG AMERICA.

New York, July.

A Thrilling Incident.

The Detroit Advertiser says, that on the evening of the 8th instant, during a heavy storm which suddenly broke over the city of Detroit, a sail boat which was lying at the dock with her sail hoisted, broke from her moorings and started across the open lake. A little boy seven years of age, who had sought a shelter from the rain beneath the deck of the boat, speedily discovered the accident, and seizing the helm, endeavored to direct her course to the shore. The wind had by this time increased to a hurricane, and the banks of the river were lined with men, women and children, who were unable to render any assistance. Several times the boat broached to and came round again, and during one fierce squall was thrown directly upon her beam ends. But the gallant bark held her way, the young pilot standing manfully at his post, and finally was run into shallow water, where she was boarded by several men. In answer to a question of how he got along the boy answered that he was pretty wet, but added, "Wasn't it lucky, Mr. Backus, that I was aboard your boat when she went off?"

Good material for a sailor. Send him on.

NAVAL JOURNAL.

Deaths in the Seamen's Retreat.

Name.	Age.	Birth place.	Died.
Francisco Bedell,	24	Italy,	May 3d.
John H. Slade, (Col.'d)	26	Rhode Island,	" 4,
Frederick Evans,	25	Denmark,	" 7,
Wm. Morton, (Col.'d),	38	Isle of Ascension,	" 9,
Robt. Thompson,	34	Holland,	" 13,
Daniel Mulligan,	20	Ireland,	" 16,
Thomas Cameron,	26	Isle of Jersey,	" 17,
John King, (Col.'d),	22	Manilla,	" 19,
Abraham Gusty, (Col.'d),	75	Penna,	" 19,
John Gray, (Col.'d),	21	Delaware,	" 22,
A. P. Borguson,	32	Sweden,	June 2,
Frank Vonder-Bulck, (died on the way from the City),			" 5,
William Justus,	16	Delaware,	" 8,
Richard Ashford,	15	England,	" 16,
Wm. Wright, (Col.'d).	20	Maryland,	" 21,
Peter Williams,	28	Norway,	" 23,
Obadiah Voss,	24	Delaware,	" 24,
Thomas Brown,	23	Malaga,	" 26,
Henry Carr,	42	Massachusetts,	" 27,
George Weiner,	30	Germany,	" 27,
Thomas Smith,	25	Denmark,	" 28,
Hendrick Kohlsen,	26	Germany,	July 5.
John Maine,	25	Ireland,	" 7,
Wm. Boffler, (Col.'d),	24	Africa,	" 16,
John Murray,	19	Nova Scotia,	" 16,
Henry Yeppee, (Col.'d),	43	St. Thomas,	" 19,
Peter Rebera, (Col.'d),	30	Manilla,	" 22,
Clark Wilson, (Col.'d),	22	New Jersey,	" 29,
James Redding,	39	Canada,	" 30,

DANIEL E. FRAMBES, *Chaplain.*

STAPLETON, Staten Island, Aug. 4, 1854.

Commodore Tucker.

Keep alive the memory of the brave. If 'ungrateful republics' will not do it, let pens and tongues repeat and perpetuate the name of

SAMUEL TUCKER.

It was on a retired spot in that part of Bristol; now Bremen, bordering on Broad Cove, that the late Commodore Samuel Tucker passed the latter part of his life. It was probably owing to this seclusion from society, that this brave and distinguished officer has escaped the notice of writers on our Naval History. For a man who had captured under his individual command over four thousand men, and four hundred guns—the individual selected by Washington (while at Cambridge) as above all others the best qualified to convey to France our first agent; and on whose success depended the fate of the country, that such a commander should have been unnoticed, is matter of surprize. His orders from Washington were to run from everything, and land Mr. Adams safe in France. The *Boston*, a common merchant ship, was purchased for this purpose, and fitted up under Tucker's direction as a sloop of war, bearing twenty guns. A British seventy-four, and two frigates were stationed at Newport, R. I., to intercept him, having probably received notice from spies of Tucker's proposed expedition, and knowing, as they did, that Washington was commencing a negotiation with France, they were determined to intercept all communication with that country. Tucker well knowing the risk of his important enterprize, on which depended the success of the Revolution, had additional sails made for the *Boston* and rigging to accommodate, so that in a light wind she was literally covered with canvass, and many of her sails, to use his own expression, were never before nor since known on any vessel. We regret that the limits of this sketch will not admit of some interesting anecdotes of this brave man, which are now in the writer's possession. He was born at Marblehead (Mass.) November 15th, 1747, Old style—he entered the Naval service

at about 11 years old, and was in the *George*, a twenty gun ship, cruising off Louisburgh in search of a French transport frigate, at the time of Wolfe's death, September, 1759.

On his passage to France in the *Boston*, Commodore Tucker, by his knowledge of British Signals and customs and the distribution of their ships of War on this coast, which he had learned in England when the revolution commenced, came up with a British sloop of war about his own force, who was cruising in search of him, and after the first fire she struck to him. But she was so near the English coast that she was retaken soon after. Tucker's escape from the three ships of war that came out of Newport to cut him off, was a masterly manœuvre, and was effected by a feint in running down for their best sailer which was coming up with him at a sufficient distance from the others to apprehend that she must fight single handed. This induced them to tack ship, and night coming on, Tucker changed his course; and after one of the most boisterous passages ever experienced in crossing the Atlantic, he landed Mr. Adams safely in France. In one of these tempests he encountered when near the coast of France, his mizzenmast was shivered to pieces and one man killed by lightning, a short time before his arrival. Hon. J. Q. Adams, then a lad, accompanied his father in this perilous voyage and has been heard frequently to speak in terms of high commendation of the conduct of Commodore Tucker during their passage. After the evacuation of Boston he captured seven vessels, some of them transports, and one thousand men destined for that place. During the siege of Charleston, he captured a fort, and blew it up within gun shot of Cornwallis and his suit. But as we have already stated, the limits of this sketch will not permit us to recount more of his valiant deeds, in which he always displayed a warm and generous heart, and a cool, calculating, mathematical head.

After the close of the war, Tucker resided in Boston, and by his too generous feelings and lending his name to others he lost an ample fortune.

Stung with the ingratitude of his country, that never paid him for a part of his revolutionary services, and finding those who had enjoyed his bounties, and profited by his benevolence during the noontide of his prosperity, turning from him with cold-hearted indifference on the eve of his misfortunes, he became disgusted with the world, and his proud and lofty spirit sought that retirement that now marks the solitude of his humble grave, the spot where during his life the shafts of envy and detraction could never reach him, and that now incloses the mortal remains of one of the most gallant officers of our Navy and one who never, during his numerous battles had the misfortune to witness the flag under his command, lowered to the enemy, although in one instance it was literally "stripped into ribbons" to use his own language, by the enemy's shot. We have alluded thus to the place where the remains of one of the bravest and most successful defenders of our nation is interred, with the hope that the Navy Department may hereafter erect some memorial over his grave, lest time, whose current is so rapidly obliterating the recollection of these illustrious men of that age of chivalry and their deeds of noble daring, should soon destroy the few humble vestiges that mark the identity of the spot.—*Lincoln Co. Me., Paper.*

From the National Intelligencer.

The Killer Whale.

Messrs. Editors:

In Lieutenant Maury's description of the whale he made some remarks on a fish of the above species called the *killer*. This fish is described in "Porter's Journal of a Cruise in the Pacific." This fish is so well known to the old salts of the whaling trade and Pacific cruisers that I have always thought it equally well known to the scientific. Having on more than one occasion been an eye-witness of the attacks of this fish on the whale, I will attempt a description of it.

The killer is the wolf of the ocean, and hunts in packs, and their tall

dorsal fin can be constantly seen above the water. This fish has always as a companion, but swimming deeper, the *sword-fish*, and now and then can be seen the *shark*. On sighting their prey, which the killer sees at a great distance, the pack gives chase; the unconscious whale is slowly moving near the surface, and occasionally spouting, as it were in sport, jets of water above him. But now he suddenly sees the "seawolf" near him. Instinct at once teaches him that on the surface he cannot be safe, and taking in a long breath, he flukes; that is, dives. But there has been another enemy watching him from the depth below, the "sword-fish," which now darts at him with the velocity of lightning and perforates the whale beneath with his long and spear-like nose.

This sends him at once to the surface; here he again meets with his enemy, the "killer;" but as yet they are afraid to approach him. The whale now begins to see the extent of his danger, and for time merely lashes the water with his ponderous fluke. He soon tires of this, and remains for a short time at rest; the pack now approach him, and he seeks safety in flight. But what can he do? The poor whale has a lump on his back and steers unsteadily, while the killer's tall and stiff fin steadies him on his course. Nearer and nearer approaches the pack to their victim; again he takes a long breath and dives. The sword-fish has steadily kept him in view; he too has a tall fin and long slender propelling tail; and while it is an effort to the whale to increase his speed, it is but play to the sword-fish, which again darts and perforates his prey, and sends the wounded whale again to the surface. The race again commences, but this time with diminished speed, the killers having separated to watch the rise of the whale, who, finding his enemies in every direction, courses in a circle, and again makes a third, and sometimes a fourth, attempt to escape by diving, but is always met by the terrible spike of the sword-fish. He at last, weak, exhausted and dispirited, returns to the surface, where he again

attempts escape by flight. Streams of blood mark his course; his enemies still follow steadily after him, until he stops and begins to lash and make the ocean foam around him; but now large streams of his life-blood are pouring out, and he is only increasing his weakness by the exertion, and merely lashing amidst his own gore. Tired, exhausted and faint, he rolls over. The deep red streaks of blood flowing from large orifices in his white belly can now be distinctly seen. The hungry pack now close, and one more bold than the rest seizes him near the throat and tears away the white skin and fat; he opens his mouth and bellows with pain. This is generally the signal for a combined attack. His tongue is seized and torn from his mouth; so are his eyes. The sword-fish now rises to the surface, and his tall spear-like protuberance is seen projecting over the body of the whale: the sharks also close in and feed on the fat rejected by the killers. In this state the whale makes a few dying struggles. The feast now commences and continues until the fat and sufficient flesh is stripped off to cause the carcass to become too heavy to float on the surface and sinks. The shark is left to enjoy his few streaks of fat, while the killer pack, accompanied by their companion, the sword-fish, rove again the broad ocean to seek another leviathan of the deep.

W. D. PORTER, U. S. Navy.

Disasters.

Barque Appleton, Nickerson, from Baltimore for Boston, was in contact night of 2d May off Chatham, with barque Milford, of Southport, hence for New Orleans. The A. sank in five minutes afterwards. Capt. N., first officer and two seamen got on board the M. Two other seamen went down with the vessel.

Brig Lancet, Fitzgerald, from Wilmington, N. C., for Boston, with a cargo of naval stores, sprung a leak off Cape Hatteras 19th July, and was abandoned, having seven feet water in her hold.

Schr. Kensington, at this port from Jacksonville, reports: 11th July

lat. 36° lon. 75°, fell in with the schooner T. C. Ehrenhaus, of Elizabeth City, from Baltimore bound to Norfolk, in a sinking condition; took off Capt. Jordan and three men and brought them into port.

Port. Schr. Craveire, from a port in Portugal, went ashore night of 11th July, off Fenwick's Island, Md. The vessel will be a total loss.

Ship Wide Awake, at this port from Singapore, reports: 13th July fell in with the Br. Brig Isabella Dorothy, from Havana for Falmouth, Eng., with the captain, second mate, and one boy dead; also, the first mate and two seamen sick on board; put our second mate and four seamen on board to navigate her and bring her to New York.

U. S. M. steamer Franklin, Wotton, from Havre for this port, with a very large and valuable cargo, went ashore near Moriches, Long Island, in a fog, morning 17th July, and it is feared will become a total wreck, as at the latest dates she had 12 feet water in her hold at full tide, and was high up on the beach.

Liverpool, July 17.

Capt. Zerega, of ship Empire, arrived this morning, reports having on the 1st inst. in lat. 42° N. 58° W., fallen in with the foremast of the Trade Wind, with one man upon it, who had been in that condition for six days, and all he had for nutriment during that period was a small piece of tobacco. Capt. Zerega immediately lowered the boat, which, being manned, put off to the wreck, when the man swam off to her.

Brig Phoenix, Perkins, from Picton for Philadelphia, was abandoned 29th July about fifteen miles off Cape Canso, in a sinking condition.

Schr. Daniel P. King, from Boston for Nova Scotia, was fallen in with by the Mary Ann, Capt. Anderson, in the Bay of Fundy—no date, capsized in a squall. Capt. A. took off the crew, and landed them in the Gut of Canso.

Br. barque Ambassadors, Pentreath, from Alexandria for St. John, N. B., got ashore at Birer Island night of 25th July, and, with cargo of wheat, became a total loss.

Ship Union, Pennell, from New York for Bic, is reported by telegraph, dated Pictou, August 1, to have gone ashore at White Head, and would be sold.

Missing Vessels.

The American bark Quinebaug, Captain Jenkins, sailed from Charleston on the 25th of March, for Nantes, France, but at the latest dates from Europe has not been heard of.

Barque Gov. Briggs, (of Barnstable.) Capt. John H. Hallet, sailed from Glasgow March 28th for Baltimore, with an assorted cargo, and was spoken April 13th, since which nothing has been heard of her, and it is thought she was lost in a severe gale April 17.

Notices to Mariners.

A beacon light has been established on the Elbow Beacon, Newark Bay, N. J.

It is a fixed light, composed of a small dioptric lens lantern, illuminated by a cup lamp with three burners, elevated 15 feet above ordinary high water, and may be seen about 3 miles.

The lantern is secured to the mast 10 feet above the platform, and is about half way between it and the basket work or day signal. The light will be exhibited on Saturday the 15th inst., at sunset, and every day thereafter from sunset to sunrise.

Also, on the same evening, a beacon light of the same character will be exhibited on Set Off Point Beacon, at the mouth of the Passaic River, N. J.

The lantern is secured to the mast above the day mark, at an elevation of 26 feet above ordinary high water and may be seen 3 miles.

By order of the Lighthouse Board,
A. LUDLOW CASE,

Lighthouse Inspector 3d District.
New York, July 10, 1854.

ALCATRAZ ISLAND LIGHT, SAN FRANCISCO, CALIFORNIA.—NOTICE is hereby given that the Light on Alcatraz Island, San Francisco Bay, will be exhibited at sunset on the night of June 1st, 1854, and continued every

night thereafter from sunset to sunrise.

The light is produced by a fixed Third Order Fresnel Illuminating Apparatus; is 160 feet above the level of the sea; illuminates the entire horizon, and should be seen from sea, under ordinary states of the atmosphere, at a distance of 12 miles off the HEADS.

By order of the Light-House Board:

J. G. BARNARD,

Brevet Major U. S. Corps of Engineers.

SAN FRANCISCO, CAL., May 19, 1854.

SOUTHWEST COAST OF IRELAND.
FIXED LIGHT IN TRALEE BAY.
The following notice has been received at this office, and is published for the benefit of mariners.

"NOTICE has been given by the Corporation for preserving and improving the Port of Dublin, that on the 1st of July next a Fixed Light will be established on the western Samphire Island, which lies on the north side of the Channel into Tralee Harbor.

"This Fixed Light will appear *Red* when seen from seaward, or between the bearings of S. $\frac{1}{4}$ W. to E. S. E.; but when seen from the southward, or between the bearings of E. S. E. to W. N. W. $\frac{1}{4}$ W. it will be *Bright*.

"The light stands 56 feet above the level of high water, on a circular tower of bluish stone, in clear weather may be seen 9 miles.

"It bears from Mucklaghmore Rock S. $\frac{1}{2}$ W. $4\frac{1}{2}$ sea miles. It bears from the Rocky Shoal to the eastward of Mucklabeg Rock S. by E. $\frac{1}{4}$ E. 5.3.4 sea miles. It bears from Mucklabeg Rock, S. S. E. $5\frac{1}{2}$ sea miles. It bears from the Black Rock, at the north side of the Inner Channel, N. W. by W. $\frac{1}{2}$ W. $2\frac{1}{2}$ sea miles. It bears from the South Point of Great Samphire Island, N. W. $\frac{1}{4}$ W. $\frac{1}{2}$ a mile.

"Towards the harbor, the Light will be seen as far as the northern limits of the anchorage within Great Samphire Island; and, if kept open to

seaward, it will lead clear of the Mucklaghmore Rock.

"The above bearings are Magnetic; and the variation is $29^{\circ} 15' W.$ "

By order of the Light-House Board:

THORNTON A. JENKINS,
Secretary.

TREASURY DEPARTMENT,
Office Light-House Board, June 25, 1854.

SOUTHWEST COAST OF SPAIN.
HARBOR LIGHTS AT PORT SAN LUCAR.

OFFICIAL information has been received at this office that the Spanish Government, on the 21st of January, established the following Lights at the Port of San Lucar-de-Barrameda:

1. A Fixed Light on Malandar Point, on the north shore of the Port, at an elevation of 36 feet above the Sea, and visible at the distance of 6 miles.

2. A Fixed Light in a high building at the northern end of the village of Bonanze, in the interior of the Port, on its Eastern Shore, at an elevation of 53 feet above the Sea, and visible at the distance of 8 miles.

3. A Red Light in an elevated position to the Southward of the Castle of Espiritu Santo, the point of which forms the Southern limit of the Port.

In order to enter this port, the wind being free, a Vessel having passed to the Westward of the Salmedina Shoal, should steer N. E. $1-4 E.$ for 2 $3-4$ miles, when she will be in about 5 $1-2$ fathoms water, sand, and will have the two Lights above mentioned of Malandar and Bonanza nearly in one; the bearings of these Lights should be taken correctly, and the course altered for them to East. Having run 1 $1-4$ mile on this course, the Red Light on the Southern shore will be seen bearing S. E. $1-2 E.$, and when so far advanced as to bring it to bear S. S. W., the vessel will be in the narrowest part of the Channel, (which is not two cables across,) and this Red Light will be eclipsed; on which taking place, an E. S. E. $1-2 E.$ course is immediately to be steered, until Malandar Light bears N. W. $1-2 N.$ and Bonanza Light E. N. E., when

she will be in 6 to 8 fathoms water, on sand. She may then steer N. E. $1-2 E.$ for Bonanza Road, and when that Light bears S. E. $1-4 E.$, anchor in 4 to 6 fathoms water, on a sandy bottom.

The many rocks and shoals, both inside and outside of this port, render it difficult and dangerous to enter with a beating wind without a pilot; and no vessel should attempt it at night, but keep the Sea until daylight, or anchor to the N. N. E. of Chipiona, if the weather should permit.

It is High Water, Full and Change, at Chipiona, at 1h. 34m., and at Bonanza at 2h. 0m., and the greatest spring tide range is 12 $1-2$ feet.

The above bearings are magnetic.

By order of the Light-House Board:

THORNTON A. JENKINS,
Secretary.

TREASURY DEPARTMENT,
Office Light-House Board, July 1, 1854.

FIXED LIGHT AT PLUMB POINT, PORT ROYAL, JAMAICA. THE following official notice has been received at this office, and published for the information of Mariners:

"A Light-house has been erected 66 yards north of the south extreme of Plumb Point, on the Palisadoes, immediately opposite the town of Kingston, Jamaica, (West Indies,) in latitude $17^{\circ} 55' 45''$ north, and longitude $76^{\circ} 47' 00''$ west of Greenwich. It is 68 feet above the level of the sea, painted white, and will exhibit, on and after the 20th July, 1854, a Fixed Light, Red from S. E. by E. $3-4 E.$ to S. $1-2 W.$, and White, from S. $1-2 W.$ to N. W. It may be seen, in clear weather, 12 miles distant.

"DIRECTIONS.—The Red Light brought anything to the northward of N. W. by W. $3-4 W.$ will clear, to the southward, the low shelving ground of Cow Bay Point, and Lamotte's Bank; and the same light, brought to the westward of N. $1-2 E.$, will clear, to the eastward, all the shoal ground lying to the eastward of Maiden and South East Cays.

"Vessels working up from the southward for the anchorage off

Plumb Point, or intending to proceed into harbor, must tack immediately on losing the Red Light until within half a mile S. 1-2 W. of the Point, when the White Light will open, bearing N. 1-2 E.; then steer W. by N. 1-2 N., until it bears E. 3-4 S., passing close to the northward of the White Beacon Buoy off the North Spit of Gun Cay; then alter course to S. W. by W. and as soon as the light opens of the south extreme of Gun Cay, E. 1-2 S., steer W. by N., which will lead in between the Beacon and West Middle Shoals, (or take the Channel to the northward of the New Shoal, passing close round Port Royal Point,) and as soon as the Bright Light on Fort Augusta bears N. by E., haul up for it, which will lead clear to the westward of the harbor knowle, and the South and North Pelican Spits, and as soon as Plumb Point Light bears S. E. by E. southerly, haul up E. 3-4 S. for the anchorage of Kingston, when a Red Light will be seen on Fort Augusta astern, bearing W. 1-2 N. from the anchorage off Kingston.

"The White Light will show the vicinage of all the Cays and Shoals lying to the southward and westward of Plumb Point, as well as the north-eastern limits of the Shoal extending to the eastward of the North Pelican Spit westward of the Kingston Harbor.

"Ships coming from the westward, and having brought Portland Point to bear about north, should steer E. N. E. so as to make the White Light upon N. E. by N. bearing, continue the same course until the Red Light opens, bearing N. 1-2 E., then haul up for it and proceed as before directed.

"The Bright Light will be exhibited from a single Lamp, suspended to the Beacon on Fort Augusta, 40 feet high, and will only be seen when to the southward and westward of it. It may be used as a guide through the South Channel, by keeping it upon a N. by E. bearing, which will lead clear to the westward of the Portuguese Buoy and to the eastward of the Three Fathom Bank; but the use of this Channel is not advisable at

night except by "Droggers" and other small vessels.

"The following are the Bearings and Distances from Plumb Point Light-House; Cow Bay Point—E. S. E., 8 miles; Lamotte's Bank—E. S. E., 13 1-3 miles; Morant Cay—S. E. by E. 56 miles; East Middle Buoy—S. S. W. 1-4 W., 1 1-3 mile; South East Cay—S. W. 1-2 S. 2 1-2 miles; Portuguese Buoy—W. S. W., 5 1-2 miles; Portland Rock—S. W. 61 miles.

"N. B.—The whole of the bearings are magnetic, and it is recommended that they be strictly attended to.

"THOMAS HENDERSON,
Commodore.

"GEORGE J. GIBBON,
Master H. M. S. 'Imaum.'

"By order of the Commissioners:
DONALD CAMPBELL,
Clerk."

"By order of the Light-House Board:

THORNTON A. JENKINS,
Secretary.

TREASURY DEPARTMENT,
Office Light-House Board, July 14,
1854.

WEST COAST OF SCOTLAND. REVOLVING LIGHT AT CAMPBELTON, ARGYLESHIRE.—Official information has been received at this office that the Commissioners of Northern Lights have given notice, that, on the 10th July inst., a Revolving Light was established on the northeast point of Davar Island at the entrance of Campbelton Bay, in 55° 25' 45" north, and longitude 5° 32' 16" west of Greenwich.

The Light will stand about 120 feet above the level of high water spring tides, and will revolve twice in every minute, presenting a bright light every half minute, which, in clear weather, may be seen at the distance of about 15 miles, when between the bearings of N. 1-4 W. and E. by S. At a short distance the light will never wholly disappear.

By order of the Light-House Board.
THORNTON A. JENKINS,
Secretary.

Treasury Department.
Office Light-House Board,
July 22, 1854.

Cabin Boy's Locker.

The Praying Boy.

A gentleman was not long since called upon to visit a dying female. On entering the humble dwelling where she dwelt, he heard, in an adjoining room, an infant voice. He listened, and found that it was the child of the poor dying woman engaged in prayer.

"O Lord, bless my poor mother," cried the little boy, "and prepare her to die!—O God, I thank thee that I have been taught to read my Bible; and there I learn that 'when my father and mother forsake me, thou wilt take me up!' This comforts me now that my poor mother is going to leave me; may it comfort her, and may she go to heaven—and may I go there too! O Lord Jesus, pity a poor child; and pity my poor dear mother; and help me to say, 'Thy will be done.'"

He ceased; and the visitor, opening the door, approached the bedside of the poor woman.

"Your child has been praying with you," said he, "I have listened to his prayer."

"Yes," said she, making an effort to rise, "he is a dear child. Thank God he has been sent to a Sunday School. I cannot read myself, but he can; and he has read the Bible to me, and I hope I have reason to bless God for it. Yes, I have learned from him that I am a sinner. I have heard from him of Jesus; and I do, yes I do, as a poor sinner, put my trust in Him. I hope he has forgiven me! I am going to die, but I am not afraid; my dear child has been the means of save

ing my soul. Oh how thankful am I that he was sent to a Sunday School!"

Artless Simplicity.

A certain little boy of this city, who had recently lost his father, found himself debarred thereby from attending school as formerly, and in the fullness of his faith, he determined to seek the wherewithal at the footstool to which he had doubtless been taught to look for other and higher blessings.

In the simplicity of his heart, he sat down and gravely wrote a letter to his Redeemer, thinking, perhaps, that so formal a mode of preferring his requests, would meet with greater attention. What was the surprise of our worthy Postmaster, Wm. N. Friend, Esq., on discovering among the contents of his letter-box one morning lately, a missive directed to "Jesus Christ!" Opening it he read the story of the boy's wants, and with a noble kindness which we are not selfish enough to deprive our readers of the pleasure or profit of hearing, he deposited in the envelope the amount required, and directed it to the young applicant. We have never heard a story that in so short a compass contains a more instructive and interesting lesson. It combines a singularly felicitous union of fine illustrations of the great pillars of religion—faith, hope, and charity; and we would not wish to know the man who could hear this "plain unvarnished tale" without feeling himself and his kind ennobled by the recital.—*Petersburg (Va.) Democrat.*

New York, August, 1854.

Scripture Illustrations.

Christ.—Ye must be born again.
John, 3: 7.

Ruler.—How is it possible! It is contrary to nature.

Christ.—But not to grace. The change is spiritual.

Ruler.—Marvelous!

Christ.—It is even so; and yet not more marvelous than the blowing of the unseen wind.

Ruler.—How can these things be!

Christ.—Is it possible that one of your learning and position does not understand? We speak that we do know and testify that we have seen.

This change is mysterious to many minds which can neither disprove nor doubt the *great fact*. The *reality* stands like their own mysteriously wrought workmanship; while the *How*—the philosophy of the divine work is above human comprehension. Let us illustrate this *glorious reality*, as we would light up a dark chamber, by opening the shutters and letting in some rays from heaven.

A MAN-OF-WARS'-MAN.

What was the particular book which had the most influence over your mind?

"Baxter's Call. I read it over and over. Some passages over a hundred times. My head was all confused. I began to pray and continued

praying, and e'er long I felt different. The light came, and I have been made altogether a different man."

But how did you break away from your former habits and associates?

"I made an effort, and the Lord hove me through."

PRESIDENT DWARDS.

"The first instance that I remember of that sort of inward sweet delight in God, and divine things that I have lived much in since, was on reading those words, *Now unto the King eternal, immortal, invisible, the only wise God, be honor and glory for ever and ever, Amen.*

As I read the words, there came into my soul, and was as it were diffused through it, a sense of the glory of the Divine Being; a new sense, quite different from any thing I ever experienced before.

From about that time I began to have a new kind of apprehensions and ideas of Christ, and the work of redemption, and the glorious way of salvation by Him. An inward sweet sense of these things, at times, came into my heart; and my soul was led away in pleasant views and contemplations of them. The sense I had of divine things would often of a sudden kindle up, as it were, a sweet burning in my heart; an ardor of soul that I know not how to express."

WILLIAM COWPER.

"But the happy period which was to shake off my fetters, and afford me a clear opening of the free mercy of God in Christ Jesus was now arrived. I flung myself into a chair near the window, and seeing a Bible there, ventured once more to apply to it for comfort and instruction. The first verse I saw was the 25th of the third Chapter of Romans:—*Whom God hath set forth to be a propitiation through faith in his blood, to declare his righteousness for the remission of sins that are past through the forbearance of God.* Immediately I received strength to believe, and the full beams of the Sun of Righteousness shone upon me. I saw the sufficiency of the atonement he had made, my pardon sealed in his blood, and all the fulness and completeness of his justification. In a moment I believed and received the Gospel. My eyes filled with tears, and my voice choked with transport. I could only look up to heaven in silent fear, overwhelmed with love and wonder. But the work of the holy spirit is best described in his own words;—it is joy *unspeakable and full of glory.*"

DAVID BRAINARD.

"As I was walking in a dark, thick grove, *unspeakable glory* seemed to open to the view and apprehension of my soul. I do not mean any *external* brightness, for I saw no such thing; nor do I intend any imagination of a body of light, somewhere in the third heavens, or any thing of that nature; but it was a new inward apprehension or view that I had of God, such as I never had before, nor any thing which had the least resemblance of it. I stood still; wondered, and admired! I felt myself in a new world,

and every thing about me appeared with a different aspect from what it was wont to do. At this time the way of salvation opened to me with such infinite wisdom, suitableness and excellency, that I wondered I should ever think of any other way of salvation; was amazed that I had not dropped my own contrivances, and complied with this lovely, blessed, and excellent way before. If I could have been saved by my own duties, or any other way that I had formerly contrived, my whole soul would now have refused it. I wondered that all the world did not see and comply with this way of salvation, entirely by the righteousness of Christ."

SAMUEL HOPKINS.

"At length I was in my closet one evening; while I was meditating, and in my devotions, a new and wonderful scene opened to my view. I had a sense of the being and presence of God, as I never had before; it being more of a reality, and more affecting and glorious than I had ever before perceived. And the character of Jesus Christ, the mediator came into view, and appeared such a reality and so glorious, and the way of salvation by him so wise, important, and desirable, that I was astonished at myself that I had never seen these things before, which were so plain, pleasing, and wonderful. I longed to have all see and know these things as they now appeared to me."

ANDREW FULLER.

"One morning, I think in November, 1769, I walked out by myself with an unusual load of guilt upon my conscience. As near as I can remember, I was like a man drowning, looking every way for help, or rather catching at something by which he might save his life. I tried to find

whether there was any hope in the divine mercy, any in the Saviour of sinners; but felt repulsed by the thought of mercy having been so basely abused already. In this state of mind, as I was moving slowly on, I thought of the resolution of Job—*Though he slay me yet will I trust in Him.* I paused and repeated the words over and over. Each repetition seemed to kindle a ray of hope, mixed with a determination, if I *might* to cast my perishing soul upon the Lord Jesus Christ for salvation, to be both pardoned and purified; for I felt that I needed the one as much as the other. In this way I continued above an hour, weeping and supplicating mercy for the Saviour's sake: (my soul hath it still in remembrance and is humbled in me,) and as the eye of the mind was more and more fixed upon Him, my guilt and fears were gradually and insensibly removed. I now found rest for my troubled soul."

SAMUEL J. MILLS.

"He had not gone far"—from home on his way to school—"before he had such a view of the perfections of God, that he wondered he had never seen their beauty and glory before. There was nothing in God now which distressed him. He had lost all his opposition to the divine sovereignty; and such were his views of this adorable perfection, that he could not refrain from exclaiming, "O glorious Sovereignty! O glorious Sovereignty!" He retired a small distance into the woods, that he might be more at liberty to contemplate the character of God, and adore and extol his holy and amiable sovereignty; but he here saw so much of God that his mind was almost lost in the overwhelming manifestation. The scene was altogether new. There was a wonderful change either in

God or in him. Everything was gilded with light and glory; and now and then as he gazed on the splendor and majesty of the divine character, he would still exclaim, "O glorious Sovereignty!"

Such are a few illustrations of the meaning of the declaration:—*Ye must be born again.* It will be observed that the subjects of these *new-born* views and feelings had too much intelligence to be easily deceived themselves, and too much integrity to be capable of deceiving others; and it should be remembered that they in their subsequent lives, and most of them in their triumphant death, demonstrated the *reality* and *greatness* of the spiritual change they had experienced; moreover that previously they were the subjects of anxious thought on divine truth, and earnest prayer to God. It was in view of such a change, experienced, and urged by the Apostle Paul, as indispensable to an admission into the kingdom of heaven, that he said,—*If any man be in Christ, he is a new creature; old things are passed away; behold all things are become new.*—2 Cor. 5: 17.

The late Elisha D. Hurlbut

OF BROOKLYN, N. Y.

It gives us pain to announce the departure of another member of the Board of Trustees of the American Seamen's Friend Society—Elisha D. Hurlbut—making five, or one-fifth of the whole number, deceased within a few months.

Having suffered a long time from inflammatory rheumatism, he lately visited the Avon Springs in the hope of relief; and on the way home he was arrested anew at Elmira where he quietly went to his rest about sunrise of August 3, aged 53 years.

He came to New York at the age of 17, and has been known as a merchant and ship-owner for thirty-four years. He is said to be the first who announced, when the Sabbath was the great sailing day, *that his ships would not leave port on the Sabbath*; and the first, when liquors were generally considered an essential part of sea-stores, who published that *none would be furnished in his ships, either for crews or passengers*. To have had the moral courage to lead the way in these two reforms with such complete success, and salutary results, reflects no small credit on the soundness of his principles, and usefulness of his life.

He was familiar with the *details* of doing good, not only with an open purse and a generous hand; but in a variety of ways which some overlook. His captains and officers who survive, remember his often repeated charges to *well-treat* their men, and the sailors remember how often on their return from the sea, he inquired of them how they had fared. One of these sailors was overheard, one day at the Sailor's Home, threatening to sue his Captain for cruel treatment at sea. The Superintendent interfered, and persuaded him to apply to Mr. Hurlbut instead of a lawyer; which he did. The Captain had gone to Connecticut to return shortly, when the case should be fully heard, and rightfully adjusted. The result was an acknowledgement on the part of the Captain of maltreating the sailor, and his paying him thirty dollars by way of redress.

It afforded Mr. Hurlbut great satisfaction to see equal justice meted out to all. During the last eighteen years he has been a Director of the American Seamen's Friend Society, attending the meetings of the Board, and variously lending his aid so long

as his circumstances and health would permit. When the Sailor's Home was going up in 1841, and a severe pressure came on the Society to meet its liabilities during that and the following year, no man's voice, and name, and money gave more substantial cheer and aid than did those of E. D. H. Commercial reverses he had in common with most men so long engaged in business. But amidst them all it is believed he trod the path of the just. We love to dwell on the memory of one who lived so well, and mourn to record the loss of so tried and true a friend to seamen.

A Sailor's Grateful Acknowledgement.

Perils of the Sea—The brave boy—The heroine girl—Prayer on the mizzen-topsail yard.

Seamen's Retreat, Aug. 3, 1854.

Mr. Editor:—I read this morning in the August No. of the Sailor's Magazine, in the list of disasters, a notice of the fatal collision of the "Trade Wind" and "Olympus." Having participated in the fearful scenes of that occasion it brought them up again with all their freshness in my memory. On the night of the 25th of June between 10 and 11 o'clock I was suddenly aroused, being on the watch below, by a tremendous crash. I hastened up on deck not knowing what had befallen or what awaited us. I soon learned the former,—but there was a painful uncertainty in regard to the latter. Our ship being deeply iron-loaded, we proceeded at once to get on board the Trade Wind. Here all hands were placed at once at the pumps, but we soon found that the water was gaining rapidly upon us. We continued at the pumps until the morning appeared, when preparations were made for launching the boats. The long-boat was launched safely about 5 A. M., and as our deserted ship had not gone down, it was determined to try and board her—but before the boat reached her she made the fearful plunge head foremost. Be

tween 5 and 6 A. M. we were driven from the deck of the "Trade Wind" to the mizzen-top, our ship gradually going down. There were 42 in our company, of whom only 18 were saved. About 6 o'clock our ship forsook us—the two sinking within an half hour of each other. Then a scene followed I cannot describe. O! that was a trying moment! When I came up I could see heads all around me. What struggling there was for life! Each one grasping for whatever object happened to float nearest him. One sailor seized the shirt-sleeve of a companion close by me, who to release himself took his knife from his belt and cut off his sleeve.

As we were huddled together in the mizzen-top awaiting our doom, the silence of the terror-struck company was broken by the voice of a mere boy, calling upon his shipmates to "cheer up and die like brave Americans." I can never forget this brave little fellow. After we arrived in New York, a lady came to inquire of her only brother—she described him—mentioned his name. It was a hard task—I would gladly have avoided it—but it fell upon me, and I had to tell her that he was among the lost.

We had also a little heroine—the daughter of Capt. Smith, of the "Trade Wind." She was in the boat with her mother—they saw the ship go down. The mother naturally enough was much concerned for her husband but the child, apparently speaking in the strong confidence of simple faith, assured her: "We'll find father—he'll be on a spar or something." And so it proved. He was picked up about 10 hours after, holding to some broken pieces of the wreck, with myself and 4 others. That father was a pious man. While hanging to the mizzen-topsail-yard, just over our heads, we heard him pray. I know not (who knows?) how much I may be indebted to those prayers for my preservation. I wish here to record and publicly acknowledge my gratitude to God for sparing my life. I lost my little all, but I am now repairing damages, and hope soon to be able to try my fortune again. May the

Lord spare me from another such catastrophe.

One of the survivors of the
OLYMPUS.

(Written for Charles Adams, of Mass., by D. E. Frambes, Seamen's Chaplain.)

Sailors are Immortal Beings.

It is often said by ministers of the gospel, "I am no sailor, I cannot preach to sailors;" and by laymen, to ministers who have not had a sailor education, "how can you preach to sailors, you are no sailor?"

I wonder when this Christ-injuring notion will get out of the people's heads. *Sailors are immortal beings* and the gospel is to be no differently proclaimed to them than to other mortals. Sailors get enough of ship lingo aboard of ships. They do not wish to hear it when they go into a place of worship. They wish to be talked to as other men, and to be recognised as men, amongst men; and I am certain no great good will ever be done them until they are thus recognised.

A preacher who indulges in sailor phrases may entertain sailors, just as he would landmen, but to reach the heart, and to entertain the mind, may be very different.

And, too, it should be remembered that very often ship phrases, in the sailor's mind, are associated very closely with the profanity with which he has heard them uttered. Such association, certainly, is not edifying.

To preach the gospel in the style of the gospel should be the aim of us all. We may draw figures from the ocean and from ships, for the gospel does it, but no more in preaching to sailors than to other people.

And just let us consider a moment. Is there any more propriety in using ship lingo in preaching to sailors than there is the peculiar lingo of any other class?

What would you think of a preacher in Lynn, Mass., who should use shoemaker phrases, *driving pegs in their souls, and waxing well their hearts?*

You would promptly and rightly say, it is not only ridiculous, but absolutely sinful. So is it with the preachers who are always putting their audience in *stays*, crying *luff*, *helms a port*, &c.

We, as preachers, must dignify our office, or God will not smile upon us and bless us. And we, all, whether as preachers or laymen, must as gentlemen, as Christians, deal with sailors, or we cannot do them good. Very many are of the noblest of our race; why should we not treat them as gentlemen?

I for one, as a preacher to sailors, adopted the plan to preach to them *just exactly* as I do to other people; and I have their word for it that they like it best. And I think I may safely say that I have had so far the approval of my God.

J. B. R.

Ohio Observer.

Bible Distribution by Seamen.

"On board the bark —, about to sail for Oporto, the old Spanish steward made his broken English still more unintelligible in his eagerness to explain his wants in the matter of Spanish Testaments and tracts, which he had promised to get for some friends in that city. From his account, I gathered that the little package he had carried there last voyage had excited much interest, and a portion of them been carried over the borders into Spain."

"April.—Several vessels returning from the Mediterranean bring reports of successful distributions there last voyage. Thus on the bark —, (the captain of which was a pious man,) all the French supplies were used at Marseilles, and some of those in Italian, at an Italian port. This vessel is now bound to Trieste, and upon special application, I have added to her supplies in Italian, a couple of Testaments in modern Greek,—sailors of that nation being frequently met with in those seas. On another vessel, distributions were made at Barcelona in Spain. On the brig Marshal Ney, I learn from the mate, that all the religious reading in English on

board was carried off by wreckers among the Bahamas, by whom they were boarded."

"September.—The mate of the bark — reports a good distribution in Italian at Genoa, and in French at Marseilles. All the supplies in Spanish were given to the crews of two small Catalonian fishing vessels, which boarded them off the coast of Spain. 'They opened their eyes,' said he, 'as if they had never seen so many books together before.' We can imagine the sensation produced in that secluded little fishing town by this unexpected arrival of good reading."

"July.—Met in the street the pious Danish sailor, mentioned in a former report as having asked my aid to fit himself out with tracts and Testaments for missionary service on ship-board and on shore, in the Mediterranean. He now gives me an account of his work at several ports in old Spain. His manner he said, was to fill his pockets whenever he went ashore, and go into the remote and poorer parts of the city and suburbs, and give to laborers, &c., who could read. He is now bound to the West Indies, as determined as ever to do good, as he may find opportunity."

"August.—The young Mexican, D—, whose interesting history as a convert from Romanism has been already given, and whom I mentioned as carrying supplies with him upon the U. S. Frigate Constitution for use in the Mediterranean, has returned, and states that he distributed every thing, French, Spanish, Portuguese and Italian. At every port where the vessel touched, he availed himself of his liberty ashore, (which, as servant of one of the officers, he was allowed in greater measure than the crew,) to act as colporteur; and at Algesiras, in Spain, at Funchal, Madeira, among the nuns in the French Hospital at Algiers, and in the streets of one of the Italian cities, he distributed his Testaments and tracts."

"July 1st.—Captain P., of the brig —, brings \$3 50, for Portuguese Bibles sold at Para, and carries back his usual supplies for the boatmen from the river Amazon and its tributaries. These men are generally of

the mixed and Indian races; the officers only, one or two to each canoe, being white men. Some of these vessels take four months to descend from their starting points to the sea, it being necessary to unload their cargoes (mostly hides and india-rubber) several times, at falls and rapids met with. The captain is much interested in the work, and makes a small donation to the Society."

Deaths at Sea.

ALEXANDRIA, July 11th, 1854.

MESSRS. EDITORS:

Will you please notice in your magazine the death of the following persons. The ship *Versailles*, of Boston, sailed from Callao Feb. 25th, 1854. On the 7th of March, A. Macarty of Ireland, died after four days illness. March 26th, while in the act of going aloft to reef topsails, William Pollard of Amsterdam, and John York of England, fell overboard and were drowned. Pollard had seventeen dollars due him which his friends may obtain by applying to Mr. D. S. Kendall, or O. H. P. Plympton, No. 41 India Wharf Boston.

Yours truly,

REUBEN ELDRIDGE,

Master of ship *Versailles*.

Donation from afar,

Or Price of the First Cheese.

JOSLYNVILLE, June, 18, 1854, }
Washington Territory. }

MESSRS.—We receive monthly the *Sailor's Magazine*, for which we feel grateful, and which keeps alive our interest in the good work of your Society.

As proof we enclose two dollars and one half, the price of the first cheese we made in this new Territory. May you be strengthened and prospered abundantly until the multitudes of the sea shall be converted unto God. Yours, &c.,

E. & M. JOSLYN.

Account of Monneys.

From July 15, to Aug. 15, 1854.

Directors for Life by the payment of Fifty Dollars.

John Bevrige, Newburgh, N. Y. (amt. pre. ack.)	
Rev. John C. Smith, by Ninth St. Pres. Ch., Washington, D. C., through Rev. J. L. Elliott,	50 00
Rev. Elias Harrison, by First Pres. Ch., Alexandria Va., by do. do.,	50 00

Members for life by the payment of Twenty Dollars.

Mrs. Mary G. Chittenden, Guilford, Ct. (amt. ack. below.)	
William Jarvis, Castine, Me. by John H. Jarvis.	20 00
Charles A. Cate, Castine, by Ben. D. Gay.	20 00
Mrs. Jane M. Whittlesey, N. Y. by Dr. C. W. Grant, Newburgh, N. Y.	20 00
James S. Brown, Newburgh, N. Y.	20 00
Benjamin Carpenter, New- burgh, N. Y.	20 00
Edward Chapman, by Seam. Fr.'d Soc. Westbrook, Ct.	26 37
Rev. C. W. Higgins, by Pres. Church, E. Avon, N. Y. (in part.)	11 90
Dea. Saml. K. Gilman, by South Ch. and Soc. Hallo- well, Me.	21 50
Dea. Simon Page, do.	21 56
Mrs. Lucy D. Gilman, by Fe- male Sea. Fr.'d Soc. Hallo- well, Me.	20 00
Dea. E. F. Daven, by Ham- mond Street Ch. and Soc. Bangor, Me.	20 49
Mrs. Moses Smith, by Young Ladies S. F. Soc., Lyme, N. H.	23 00
Rev. G. W. Samson, by E. St. Bapt. Ch., Washington, D. C., through Rev. J. L. Elliott,	20 00
Rev. J. E. Newline, by Se- cond Pres. Ch., Alexandria, Va., do. do. (in part.)	11 00

Donations.

From South Park, Pres. Ch. Newark, N. J.	50 14
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